Welcome

to the Public Hearing and Open House

for the

Millennium Bulk Terminals-Longview

SEPA Draft Environmental Impact Statement (EIS)

Welcome!

Public comment is an important part of the environmental review process. Please help make this a safe and respectful hearing for everyone.

Ground Rules

- Time limit for speakers – 2 minutes each
- Speakers will be chosen by a lottery drawing method
- Intimidating behavior (confronting, blocking, or interfering) will not be tolerated
- Signs cannot exceed 10- by 10-inches
- Do not disrupt others or prevent a person from making their comment
- No clapping, cheering, jeering, or intimidation
- No loudspeakers, visual, or audible disturbances

We want to hear your comments, but the hearing may be closed if disruptions interfere with people making comments or if safety risks develop.

MILLENNIUM Bulk Terminals—Longview

State Environmental Policy Act Draft Environmental Impact Statement

Overview

Proposal

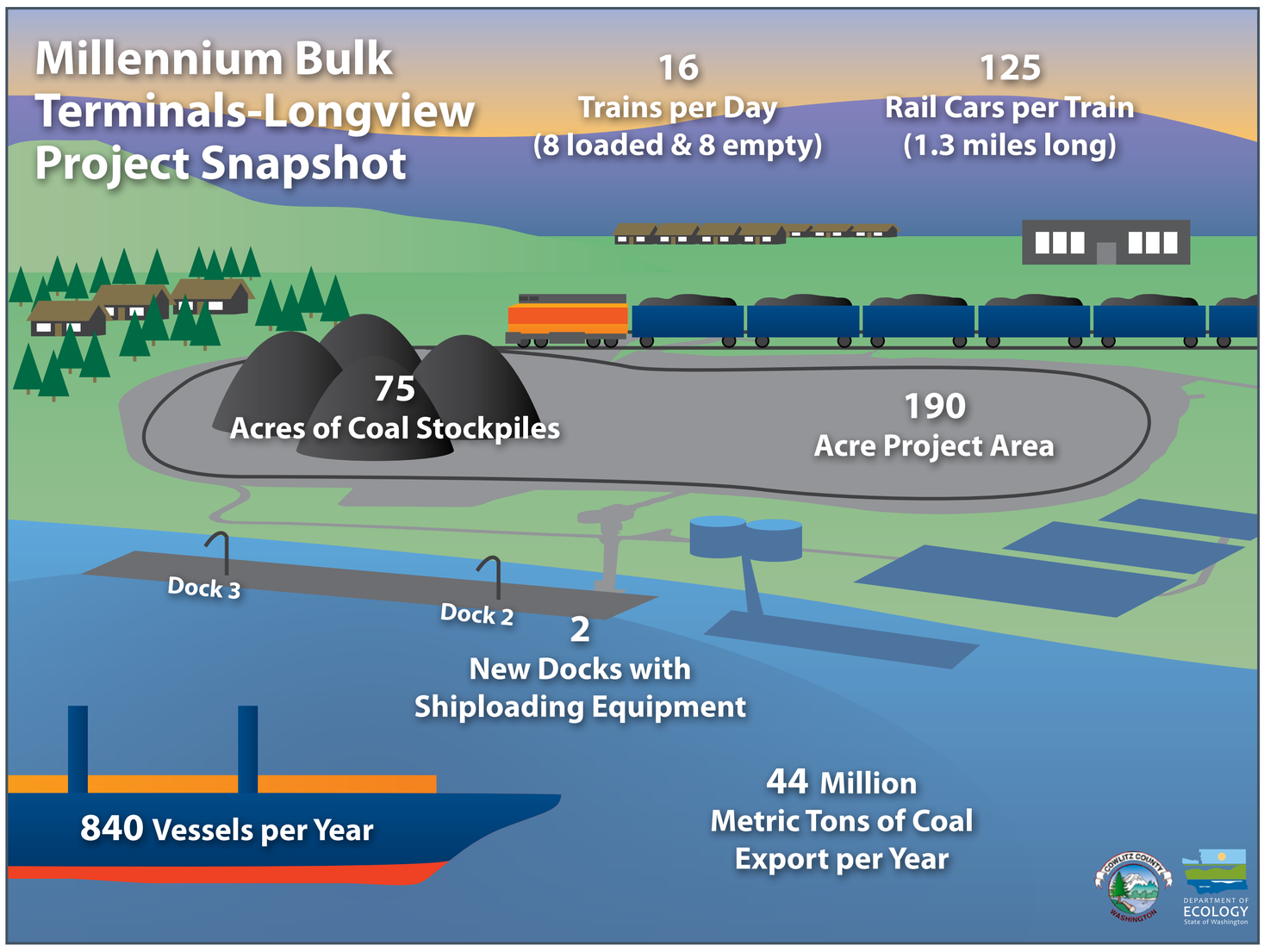
Millennium Bulk Terminals—Longview coal export terminal in Cowlitz County

Environmental Review Required By

Washington State Environmental Policy Act (SEPA)

SEPA Co-lead Agencies:

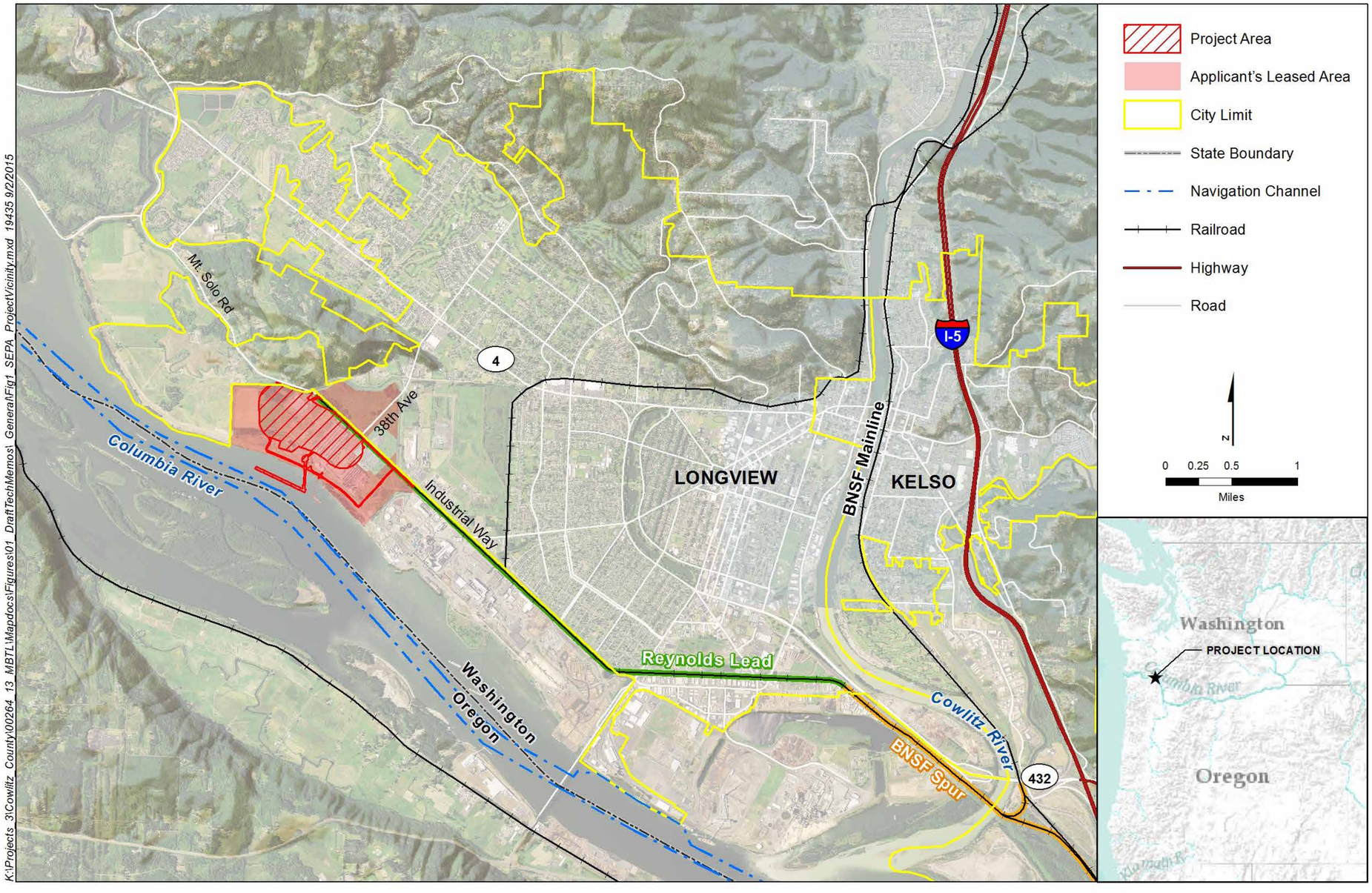
Cowlitz County and Washington Department of Ecology



Resource Areas Analyzed in the Draft Environmental Impact Statement (EIS)

Built Environment (Chapter 3 of the Draft EIS)	
Land and Shoreline Use	Cultural Resources
Social and Community Resources	Tribal Resources
Aesthetics, Light, and Glare	Hazardous Materials
Natural Environment (Chapter 4 of the Draft EIS)	
Geology and Soils	Vegetation
Surface Water and Floodplains	Fish
Wetlands	Wildlife
Groundwater	Energy and Natural Resources
Water Quality	
Operations (Chapter 5 of the Draft EIS)	
Rail Transportation	Noise and Vibration
Rail Safety	Air Quality
Vehicle Transportation	Coal Dust
Vessel Transportation	Greenhouse Gas Emissions and Climate Change

Proposed Project Vicinity Map

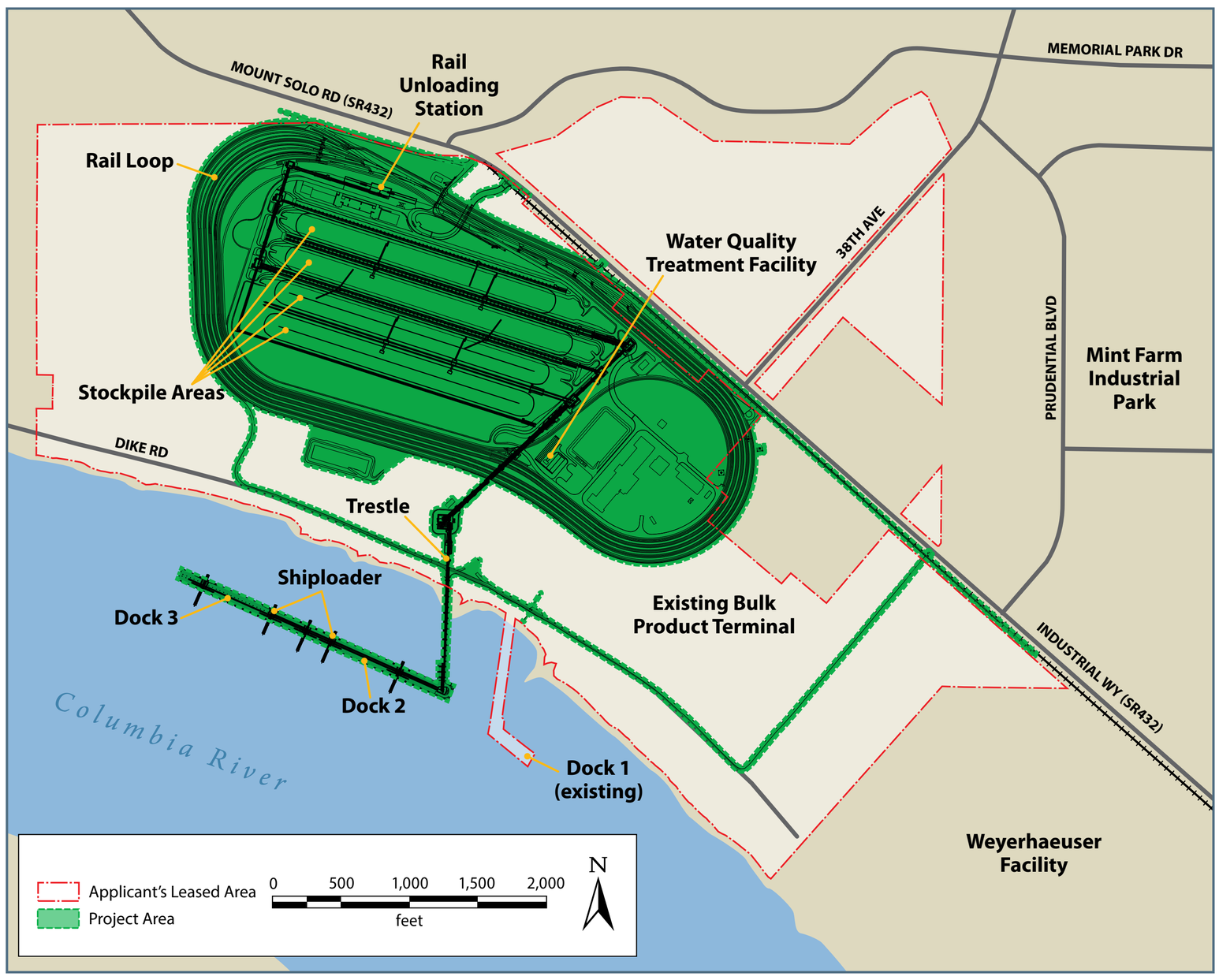


What does Millennium Bulk Terminals—Longview, LLC (Millennium) propose?

Millennium proposes to construct and operate a coal export terminal. The terminal would receive coal by rail. The coal would be stored on site in stockpiles, then loaded and transported by vessels to overseas markets in Asia. At full operation, the proposed project would transport 44 million metric tons of coal per year.

The proposed project would include:

- A rail loop system to move trains on the site.
- Coal stockpiles covering about 75 acres inside the rail loop area.
- A network of conveyors, transfer stations, and buffer bins to move coal around the site from stockpiles and trains and to vessels.



Proposed Project Site Plan

- Two new docks in the Columbia River. Each dock would include equipment called shiploaders to load coal onto vessels.
- A water treatment facility to treat surface runoff and process water.
- New rail traffic of 16 coal trains per day (8 loaded and 8 empty).
- New vessel traffic of 840 vessels per year (1,680 one-way vessel transits per year).

State Environmental Review Process Timeline

August 9

SEPA Determination of significance released.

Public and agency comments on the scope of the Draft EIS requested.

August 16–November 18

Comment period for scope of the Draft EIS.

November 2013–June 2014

Public comments considered in Draft EIS scope development.

July 2014–April 2016

SEPA Draft EIS analysis and development.

April 29

SEPA Draft EIS published.

WE ARE HERE: April 29–June 13

SEPA Draft EIS comment period.

2016/2017

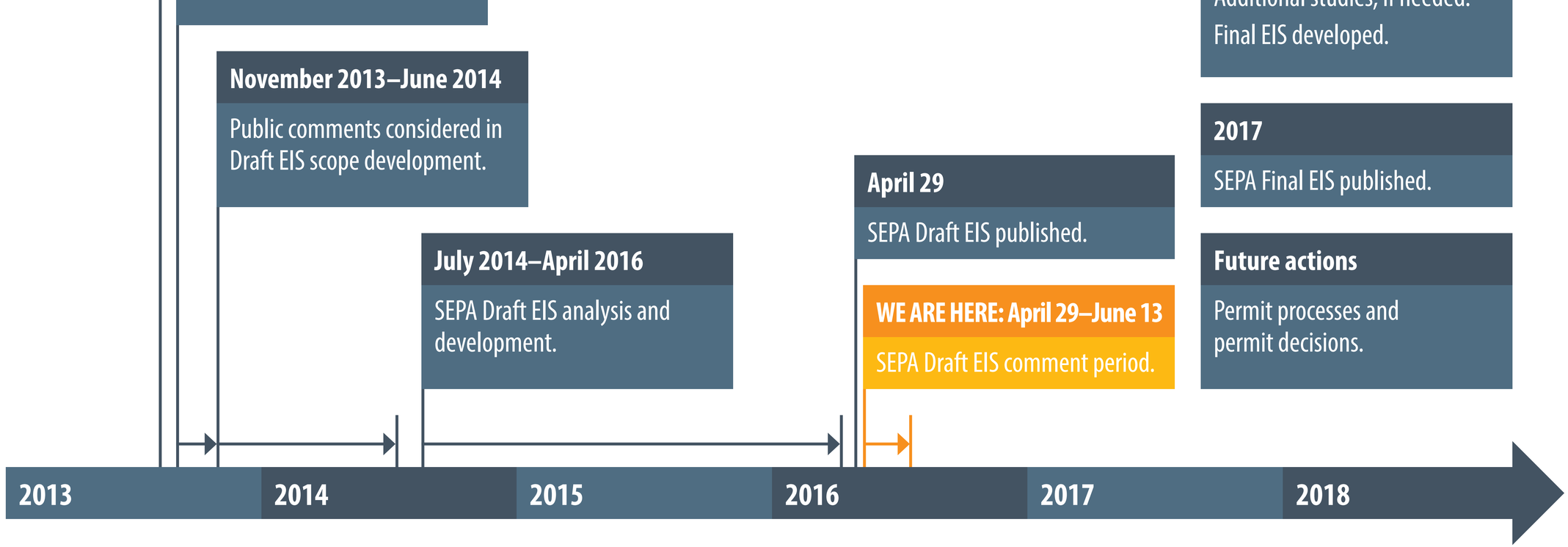
Comments considered.
Response to comments.
Additional studies, if needed.
Final EIS developed.

2017

SEPA Final EIS published.

Future actions

Permit processes and permit decisions.

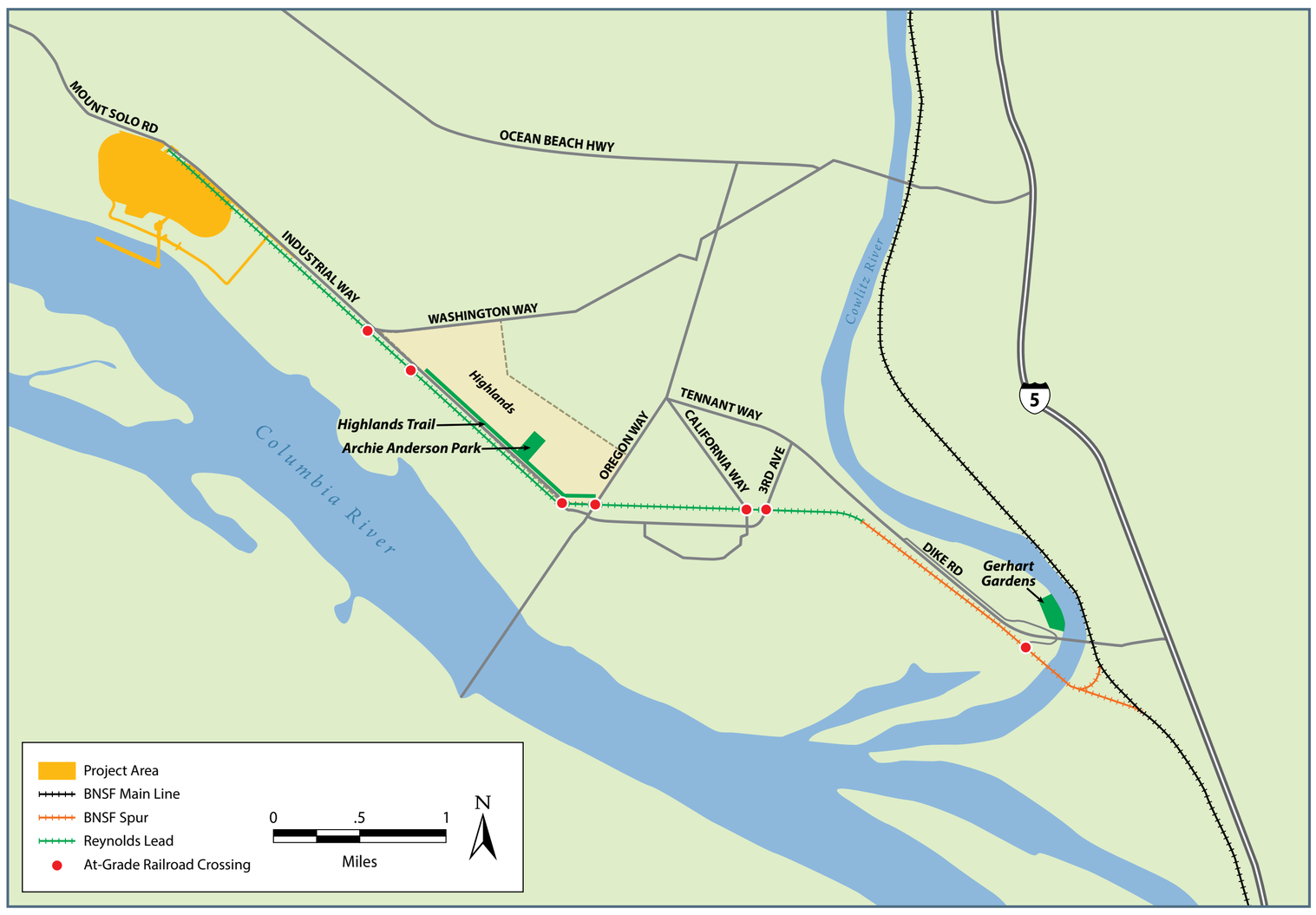


Social and Community Resources

Construction and operation of the proposed project could affect social and community resources. Social and community resources include the public services, population characteristics, economic activity, and utility services.

The study analyzed:

- Potential impacts on:
  - social and community cohesion and public services;
  - the local economy;
  - utility services; and
  - minority and low-income populations.



Trains serving the proposed project would travel along the Reynolds Lead and BNSF Spur, through at-grade rail crossings near park and recreation facilities

The study found:

- Construction – Construction would not significantly affect social and community cohesion, public services, or utility services, nor would it affect minority or low-income populations more than the general population. Construction could benefit the economy with temporary construction jobs and state and local tax revenue.
- Operations - Trains serving the proposed project could affect vehicle traffic, access to public services, and movement of emergency vehicles. Trains could also increase noise levels in Archie Anderson Park, along the Highlands Trail, and in Gerhart Gardens Park. Noise from train horns could impact residences in minority and low-income communities (such as the Highlands neighborhood) along the Reynolds Lead rail line. Operation of the proposed project could create new jobs and generate state and local tax revenue.

What could be done to reduce impacts?

- Create a Quiet Zone for rail crossings on the Reynolds Lead. Train horns would not be required in a Quiet Zone as long as safety requirements are met.

If a Quiet Zone is not built on the Reynolds Lead, the significant and adverse noise impacts would be unavoidable. These impacts would disproportionately affect low-income and minority populations.

Tribal Resources

Tribal resources refer to the fish, animals, and plants that are gathered or used by members of Native American Tribes for commercial, subsistence (food), cultural and ceremonial purposes.

The study analyzed:

- Potential impacts on tribal resources from construction, operations, and increased rail traffic along the rail lines.
- Potential impacts on fish habitat from increased vessel traffic on the lower Columbia River that could affect tribal resources.

Fish species such as salmon are an important tribal resource

The study found:

- Construction and Operations - Fish species harvested by tribes are present near the project area at certain times of the year. Tribal resources such as plants and wildlife are not currently present at the project area. Permits would be required for stormwater and runoff from construction and operations. Construction and operations are not likely to significantly harm fish or wildlife.
- Rail Traffic - Increased rail traffic could affect access by tribal fishers to fishing locations along the Columbia River. Coal dust from trains is not likely to significantly affect fish habitat or vegetation.
- Vessel Traffic - Increased vessel traffic could affect habitat of fish harvested by tribes.

What could be done to reduce impacts?

- Decrease noise impacts from pile-driving by using bubble curtains and best practices.
- Monitor fish and wildlife during pile-driving and dredging activities and conduct surveys for key fish species such as eulachon.
- Discuss and identify mitigation measures with the Columbia River Inter-Tribal Fish Commission prior to starting operations.

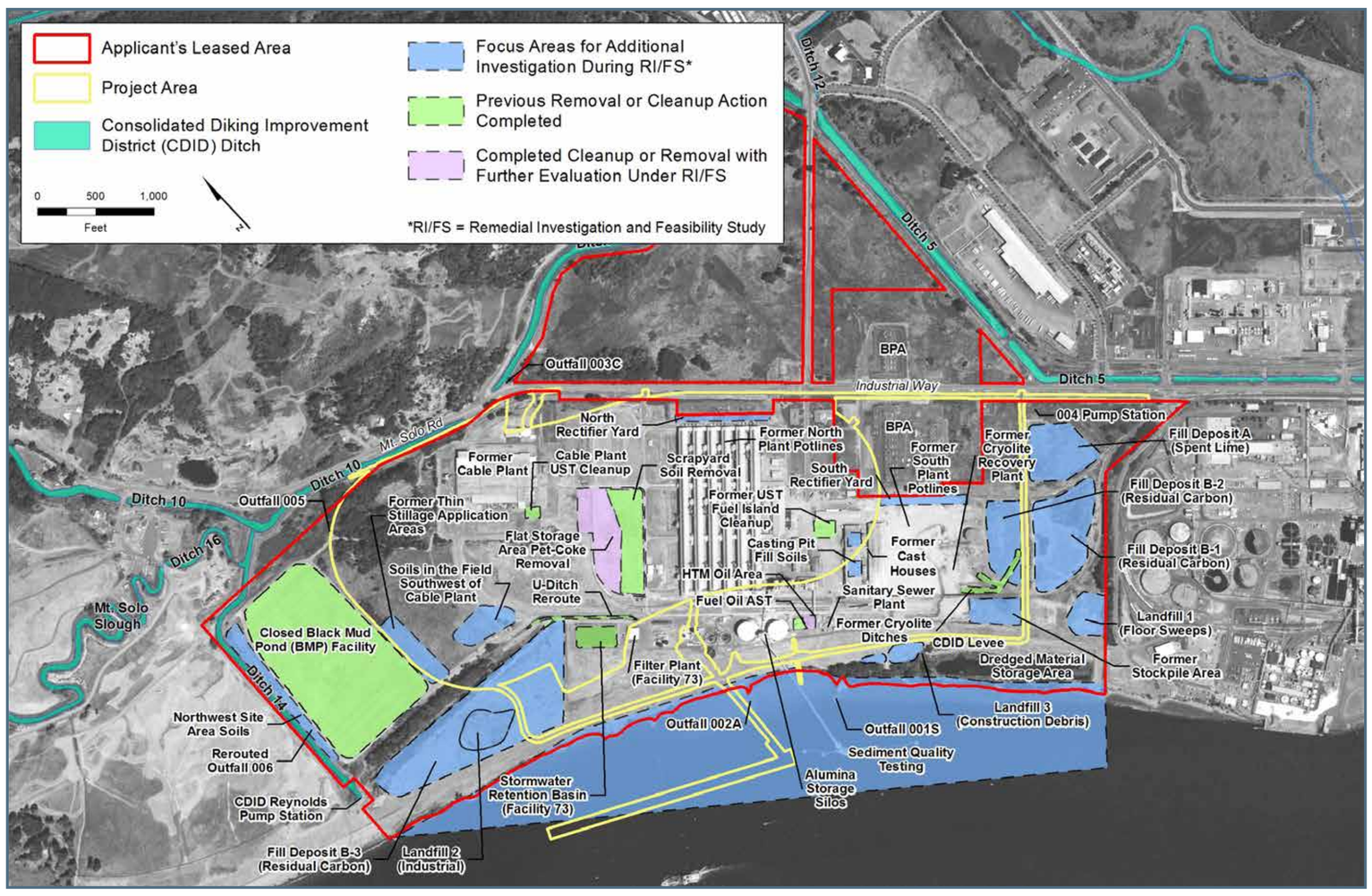
The mitigation measures could reduce but may not eliminate potential impacts on tribal resources.

Hazardous Materials

Hazardous materials are substances that can affect human health and environmental health and safety. Risks can occur when using, storing, and transporting hazardous materials. If a hazardous material is released, it can contaminate the surrounding area and expose people and the environment to harm.

The study analyzed:

- Potential releases of hazadous materials, such as fuels and solvents, from the proposed project.
- Potential impacts from encountering existing hazardous materials in the project area. Cleanup of existing contamination from past aluminum smelter operations is in progress.



This map shows hazardous material cleanup areas in the project area and Millennium's leased area

The study found:

- Construction – Construction activities would be unlikely to result in hazardous material releases into the environment.
- Operations – Hazardous materials used during operation of the proposed project would be stored and handled according to state and federal laws. The stormwater permit will require controls to protect surface water and groundwater. The risk for exposure to prior contamination during operations would be low.
- Rail Traffic – Spills of oil, hazardous materials, or coal could occur during rail transportation. Each locomotive can carry up to 5,000 gallons of fuel. Rail operators would be required to follow local, state, and federal laws if a spill were to occur.
- Vessel Traffic - Spills of oil or hazardous materials could occur during vessel transportation. The study found the risk of an incident resulting in a spill is low. Vessel operators would be required to follow state and federal laws if spills were to occur.

What could be done to reduce impacts?

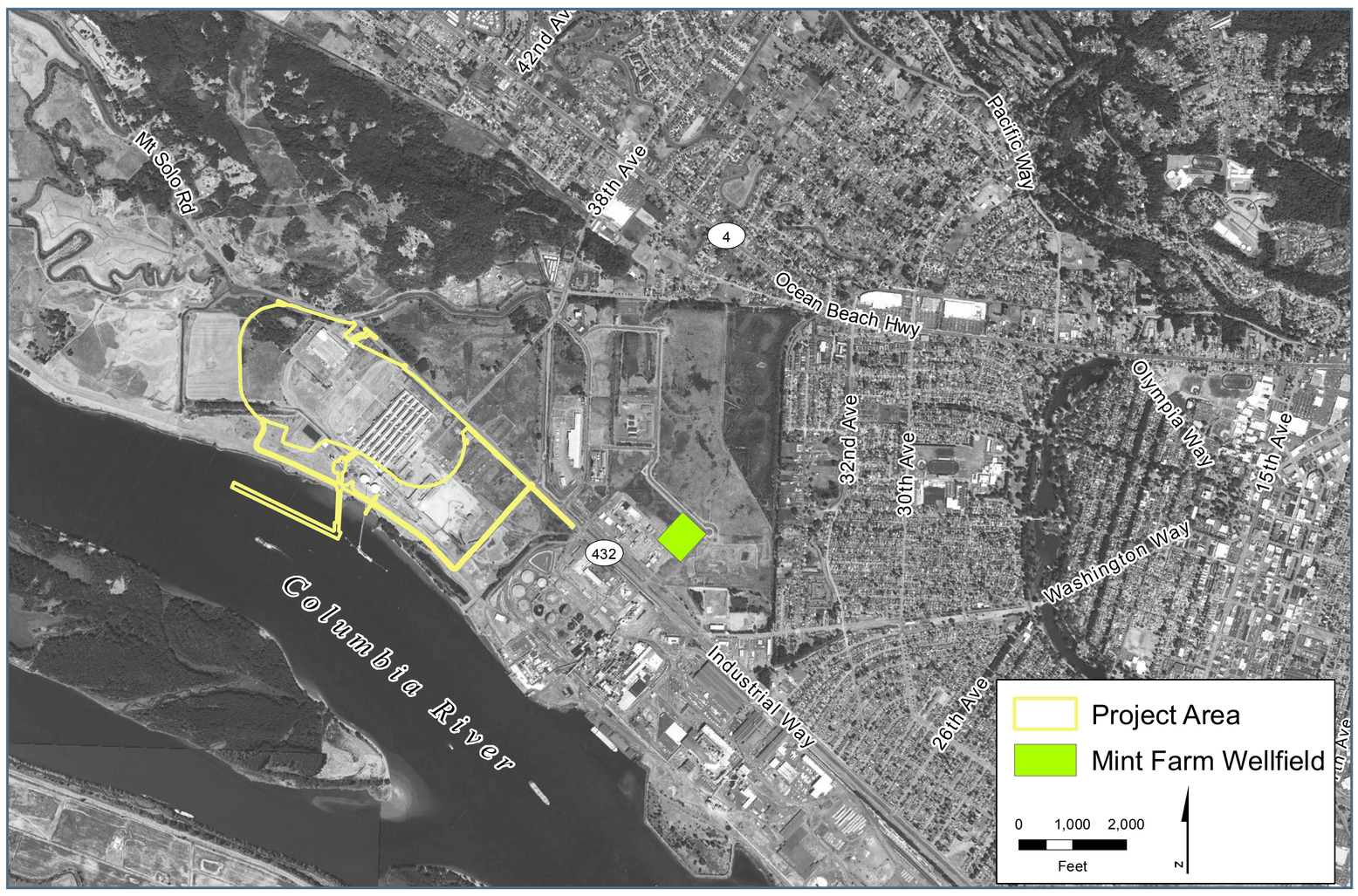
- Maintain spill response kits throughout the project area during construction and operations. Kits will contain equipment needed to quickly contain and cleanup spills.

Groundwater

Groundwater is the water found beneath the ground surface in soil, sand, and rock. Groundwater is used for drinking water, irrigation, and industrial uses, and provides water for lakes, rivers, and wetlands.

The study analyzed:

- Proposed project activities that could affect groundwater, such as using groundwater for dust control and disturbing soils.
- Potential impacts on groundwater at the wellfield in Mint Farm Industrial Park.



The project area is located near a wellfield in Mint Farm Industrial Park

The study found:

- Construction – Construction activites would not significantly affect groundwater supply. Construction activity would alter stormwater runoff patterns and would release groundwater during soil compaction activities. This water would be collected and treated to meet water quality standards prior to discharge to the Columbia River.
- Operations – Operations would not significantly affect groundwater supply or groundwater recharge, and likely would not affect the wellfield at the Mint Farm Industrial Park. Runoff would be collected and treated by a stormwater-treatment system. Coal dust would not likely infiltrate to groundwater. Potential spills of fuels or hazardous materials would be expected to be small and not likely affect groundwater.

What could be done to reduce impacts?

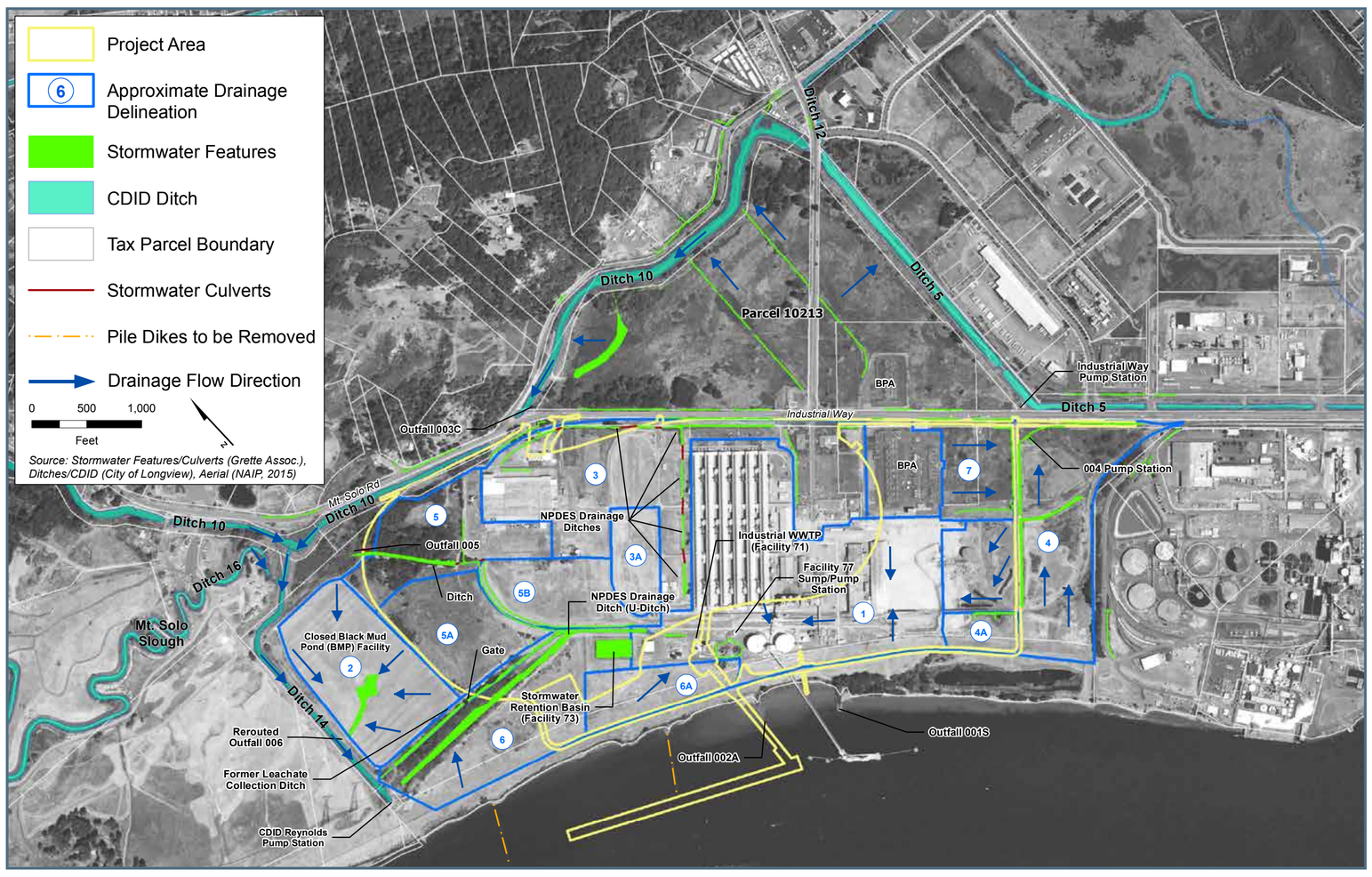
- Maintain spill response kits throughout the project area during construction and operations. Kits will contain equipment needed to quickly contain and cleanup spills.

Surface Water and Water Quality

Surface water is used for wildlife habitats, industrial uses, drinking water, irrigation, flood control, recreation, and cultural activities. Water quality can be affected by people, communities, industry, and wildlife.

The study analyzed:

- Potential impacts on surface water and water quality due to heavy equipment use, dredging, soil compaction, coal spills, coal dust deposition, terminal operation, and rail and vessel traffic.



Drainage features in the project area

The study found:

- Construction – The proposed project would be required to have a construction stormwater permit. This would require best management practices to protect surface water and water quality during construction. Construction activities would not likely affect water quality.
- Operations - An industrial stormwater permit would be required. The proposed project would include a stormwater treatment system to manage coal dust and runoff. Coal dust deposition would not have significant impacts on the Columbia River. There would be a low risk of spills of oil or hazardous materials affecting water quality.
- Rail Traffic - Spills of oil, hazardous materials, or coal could occur during rail transportation. Each locomotive can carry up to 5,000 gallons of fuel. Rail operators would be required to follow local, state, and federal laws if a spill were to occur.
- Vessel Traffic - The study found the risk of a spill is low. Vessels would be required to follow state and federal water quality and spill response requirements.

What could be done to reduce impacts?

- Maintain spill response kits throughout the project area during construction and operations. Kits will contain equipment needed to quickly contain and cleanup spills.
- Monitor coal dust levels during operation of the proposed project and take action to reduce coal dust emissions if levels are exceeded.
- Reduce coal dust emissions from rail cars. Coal on trains must be appropriately shaped and surfactant applied.

Fish, Plants, and Animals

The Columbia River is home to many fish, plants, and animals including endangered species and species of concern. The Columbia River is also home to important habitats such as shorelines and wetlands.

The study analyzed:

- Potential impacts from noise, ground disturbance, and pile-driving and dredging activities during construction.
- Increased noise, changes to habitat, shoreline erosion, spills, and coal dust deposition from terminal operations and increased rail and vessel transportation.

Several common bird species, such as the great blue heron shown above, were recorded near the project area during site visits

The study found:

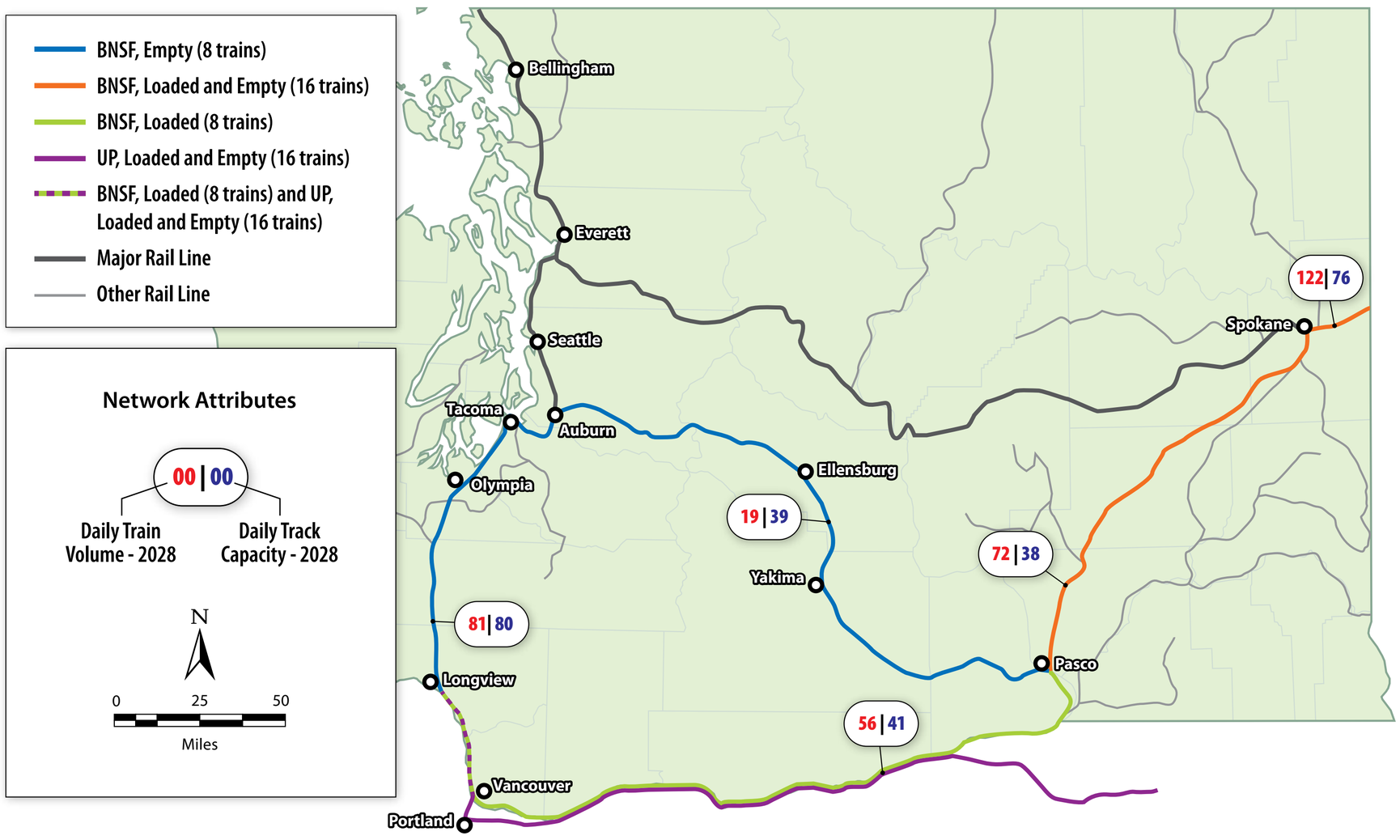
- Construction – Construction of the proposed project could result in temporary impacts related to shading aquatic habitat, displacing animals, potential hazardous materials spills, dredging and pile removal. The temporary construction impacts are not likely to result in significant impacts. Construction could increase noise levels but mitigation measures could reduce impacts on fish and marine mammals. Construction would result in the permanent removal of terrestrial and aquatic habitat.
- Operations – The proposed project could shade aquatic habitat and affect fish and aquatic vegetation and habitat. Coal dust could affect fish, animals, and vegetation.
- Rail Traffic - The increase in rail traffic could result in coal dust deposition, but there would likely be no significant impacts from coal dust on fish, plants, and animals.
- Vessel Traffic - The increased vessel traffic in the lower Columbia River could result in fish being stranded on beaches because of wakes from vessels and an increased risk of vessel strikes of seals and sea lions.

What could be done to reduce impacts?

- Decrease noise impacts from pile-driving by using bubble curtains and best practices.
- Monitor fish and wildlife during pile-driving and dredging activities and conduct surveys for key fish species such as eulachon.
- Monitor and reduce coal dust during operations at the project area and reduce coal dust emissions from rail cars.
- Conduct surveys for rare plants and aquatic plants before construction starts and plan to reduce impacts if any are found.
- Implement a revegetation plan to reduce plant loss during construction.
- Develop and implement a wetland mitigation plan.

Rail Transportation and Rail Safety

The proposed project would receive coal by rail from the Powder River Basin in Montana and Wyoming and Uinta Basin in Utah and Colorado. At full operation, the proposed project would increase rail traffic by 16 trains per day (8 loaded trains arriving at the terminal and 8 empty trains departing). Each train would have about 125 rail cars and would be 1.3 miles long.



Estimated daily Washington rail traffic in 2028 with trains for the proposed project

The study analyzed:

- Potential impacts on rail transportation and rail safety from the increase in train traffic, including rail segment capacity and the risk of train accidents such as collision or derailment. The study considered impacts to rail with and without planned rail improvements.

The study found:

- Construction – The Reynolds Lead, BNSF Spur, and BNSF main line could accommodate the proposed project-related construction rail traffic. The increased traffic would not significantly affect rail safety.

- Operations – Increased rail traffic would exceed the capacity of the Reynolds Lead and BNSF Spur if no improvements are made to these rail lines. The BNSF main line in Cowlitz County would exceed capacity without improvements. The segments on the BNSF mail line that would exceed capacity without improvements are: Idaho/Washington State line to Spokane, Spokane to Pasco, and Pasco to Vancouver. The additional trains for the proposed project could increase the predicted risk of train accidents.

Proposed Project Rail Traffic

	Construction	Full Operation
Average loaded trains/day	0.65	8
Average empty trains/day	0.65	8
TOTAL TRAINS PER DAY	1.30	16

What could be done to reduce impacts?

- Before each stage of operations that would increase the number of trains, Millennium would coordinate with the rail companies.

Without improvements to increase the capacity of rail lines, trains related to the proposed project would contribute to a significant and adverse impact on rail transportation.

Vehicle Transportation

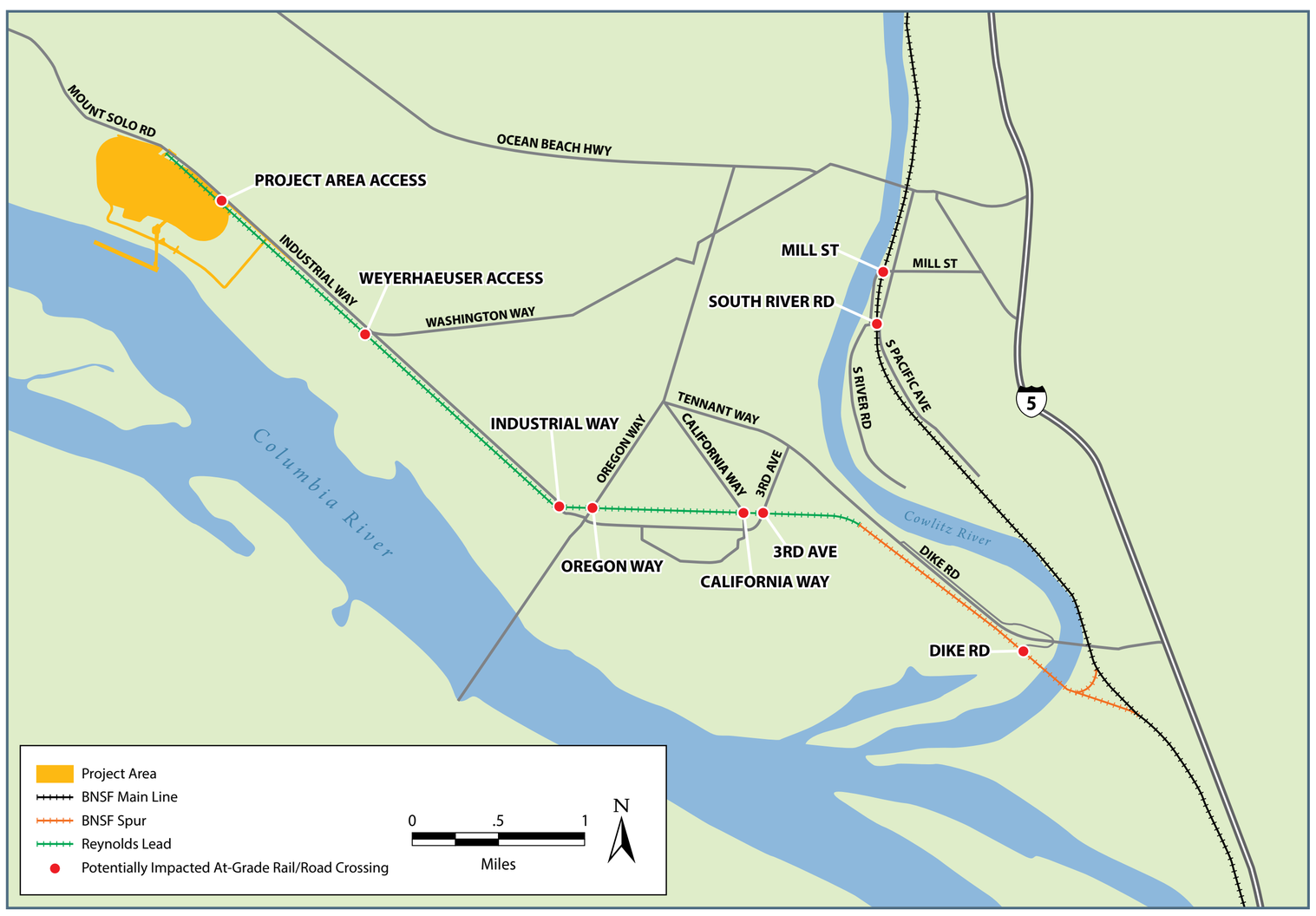
The Reynolds Lead, BNSF Spur, and BNSF main line rail lines cross multiple roadways along the route to the project area. The increase in rail traffic for the proposed project could result in vehicle delays and affect movement of emergency vehicles.

The study analyzed:

- Potential impacts related to vehicle delay and vehicle backups at rail/road crossings.
- Changes in the vehicle accident rate from the increased train traffic.

The study found:

- Construction - Vehicle delay impacts and long vehicle backups could occur if a proposed project-related train travels during rush hour. The delays could affect the movement of emergency service vehicles.
- Operations
  - Vehicle Delay – The additional train traffic would cause long delays at up to nine intersections depending on whether improvements are made to the BNSF Spur and the Reynolds Lead and whether one or two project-related trains travel during rush hour.
  - Emergency Response Vehicles - The increased vehicle delays at rail crossings could also affect emergency service vehicles, such as fire trucks and ambulances.
  - Vehicle Safety - The predicted accident frequency could increase at rail crossings and a potential vehicle safety impact could occur at the 3rd Avenue rail crossing on the Reynolds Lead.



Grade crossings that could experience vehicle delay impacts

What could be done to reduce impacts?

- Extend the eastbound left-turn lane from Washington Way to Industrial Way.
- Install crossing gates at the Reynolds Lead crossing of Industrial Way.
- Notify Cowlitz County, City of Longview, and other local jurisdictions before each operational stage that will change average daily rail traffic on the Reynolds Lead and BNSF Spur.

Without improvements to reduce vehicle delays, the proposed project would result in significant and adverse impacts on vehicle transportation if a proposed project-related train travels during rush hour. The proposed project could result in significant adverse impacts at the following crossings: the project area access, Weyerhaeuser access at Washington Way, Industrial Way, Oregon Way, California Way, 3rd Avenue, Dike Road, Mill Street, and South River Road.

Vessel Transportation

The proposed project would increase the number of large commercial vessels traveling the Lower Columbia River by adding 840 vessels each year. This equals 1,680 vessel transits (a one-way trip) in the Columbia River.

The study analyzed:

- Potential for the proposed project's construction and operation to affect vessel transportation at the new docks and in the lower Columbia River.
- Potential for increased vessel traffic to affect the risk of vessel incidents, such as collisions, allisions, groundings, and oil spills.

Bulk cargo vessels, such as the one shown above, would serve the proposed project

The study found:

- Construction – Construction activities would not significantly affect vessel transportation.
- Operations – The proposed project would add a substantial number of large vessels to the traffic on the Columbia River. A vessel traffic model found that the increase in vessel traffic for the proposed project would increase the risk of vessel incidents such as collisions, grounding, or fire by about 2.8 incidents per year. Millennium stated there will be no refueling at the proposed docks, but refueling could occur at other locations in the lower Columbia River, like anchorages. The risks of spills would increase due to the increase in the number of vessels.

What could be done to reduce impacts?

- Millennium will attend at least one Lower Columbia River Harbor Safety Committee meeting before beginning operations and every year while operating.
- Millennium has stated that refueling will not be allowed at Docks 2 and 3. If that changes, Cowlitz County and Ecology will be notified and will determine if additional environmental review is required.

Overall, the likelihood of a serious incident involving a vessel is very low, and there are no mitigation measures that can completely eliminate the possibility of an incident or its impacts.

Noise and Vibration

Increased noise and vibration would occur during construction and operation of the proposed project and from increased rail and vessel traffic.

The study analyzed:

- Increased noise and vibration from the proposed project's construction and operation, and from rail and vessel traffic.

The study found:

- Construction - Noise levels during pile-driving would exceed noise standards at one residence near the project area. Construction would not cause vibration impacts.
- Operations – Operation of the proposed project would cause increased noise and vibration near the project area. Noise levels would exceed standards at one residence near the project area. Operations would not cause vibration impacts.
- Rail, Vehicle, and Vessel Traffic - Increased train traffic would increase noise levels, mainly from train horns for public safety. Sixty homes could have severe noise impacts and 229 homes could have moderate noise impacts. Noise from increased vehicle and vessel traffic would not result in noise impacts.

The study predicts residences within these areas will experience noise impacts from proposed project-related rail traffic

What could be done to reduce impacts?

- Create a Quiet Zone for rail crossings on the Reynolds Lead. Train horns would not be required in a Quiet Zone as long as safety requirements are met.
- Monitor noise from construction and operations at the two homes nearest the project area and take actions to reduce noise if necessary.
- Explore the feasibility of reducing rail-related noise by other means if a Quiet Zone on the Reynolds Lead is not approved and implemented.

Without a Quiet Zone on the Reynolds Lead, significant adverse noise impacts would occur at homes near the Oregon Way, Industrial Way, 3rd Avenue and California Way crossings on the Reynolds Lead.

Air Quality

Air pollution can harm humans, plants, animals, and structures. Construction and operation of the proposed project could affect air quality.

Proposed project-related trains would be a source of air pollutant emissions

The study analyzed:

- Potential impacts to air quality at the project area and along the rail and vessel routes. The following pollutants were studied: carbon monoxide, ozone, nitrogen dioxide, sulfur dioxide, lead, particulate matter, and regulated toxic air pollutants, such as diesel particulate matter.

The study found:

- Construction and Operations – Emissions would not exceed state or federal air quality standards.
- Rail Traffic – Increased rail traffic could result in increases in carbon monoxide, nitrogen dioxide, sulfur dioxide, particulate matter, diesel particulate matter, and volatile organic compounds. None of the emissions levels would exceed regulatory air quality limits.
- Vessel Traffic - Vessel emissions levels would not exceed regulatory air quality limits.

What could be done to reduce impacts?

- The study did not identify significant impacts on air quality that required mitigation.
- Mitigation for coal dust and greenhouse gas emissions is described in the coal dust and greenhouse gas emissions analyses.

Coal Dust

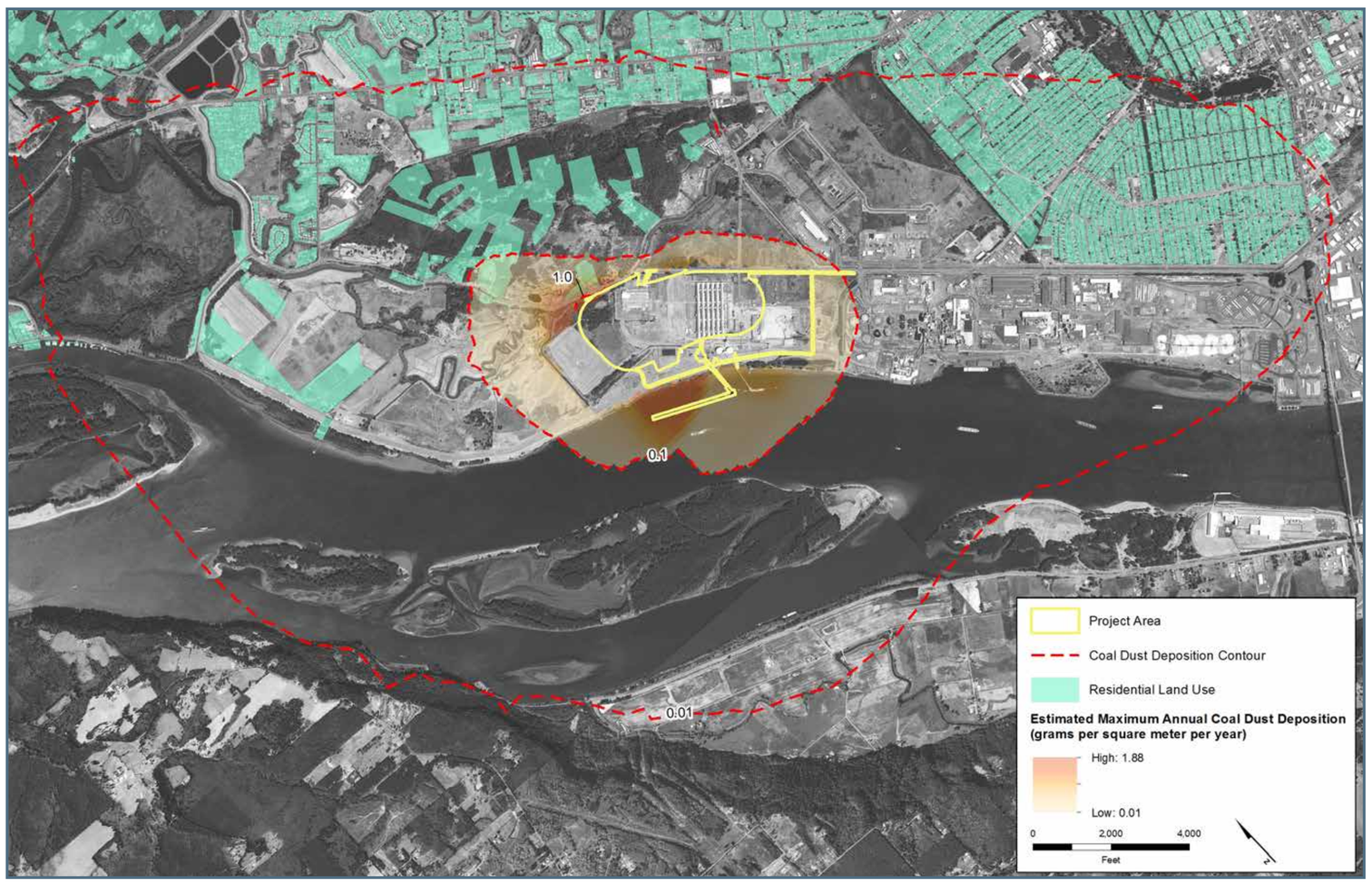
Coal dust is a form of particulate matter and can affect air quality. Particulate matter is composed of tiny particles suspended in the air. Coal dust particulate matter poses a human health risk.

The study analyzed:

- Potential impacts on human health and the environment from coal dust and nuisance impacts from coal dust.

The study found:

- Construction - There would be no coal dust impacts during construction.
- Operations – The proposed project would use enclosed conveyors and a dust suppression system to minimize coal dust. The proposed project would meet state and federal air quality standards for particulate matter.
- Rail Traffic - Coal in rail cars would be shaped and surfactants applied to minimize coal dust. Concentrations of coal dust from trains would be highest near the rail lines and would decline by 50 percent within 100 to 200 feet of the lines. Particulate matter from coal dust would not exceed federal standards along the rail lines. Coal dust deposition along the BNSF main line in Cowlitz County was estimated to be above the nuisance thresholds at 50 and 100 feet from the rail line.
- Vessel Traffic - Coal on vessels would be stored in fully enclosed areas, which would prevent coal dust from blowing off of moving vessels.



Estimated maximum annual coal dust deposition outside the project area

What could be done to reduce impacts?

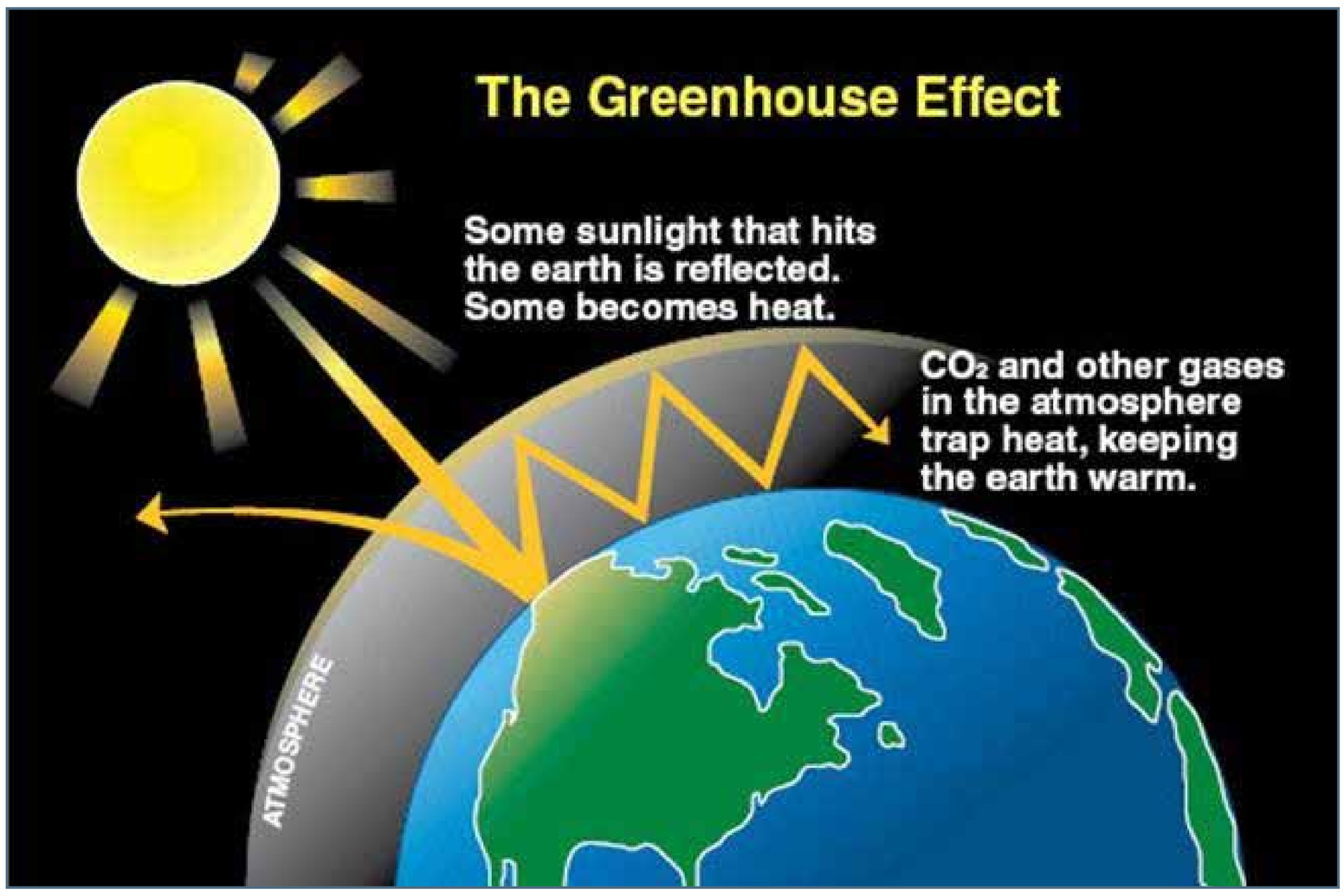
- Establish a reporting process for coal dust complaints in Cowlitz County with the Southwest Clean Air Agency.
- Monitor coal dust levels during operation of the proposed project and take action to reduce coal dust emissions if levels are exceeded.
- Reduce coal dust emissions from rail cars. Coal on trains must be appropriately shaped and surfactant applied.
- Provide annual information on coal dust and rail traffic related to the proposed project to the Columbia River Gorge Commission.

Greenhouse Gas Emissions

Greenhouse gases include carbon dioxide and other heat-trapping gases. Greenhouse gases are air pollutants that warm the Earth and cause climate change.

The study analyzed:

- Greenhouse gas emissions from construction and operation of the proposed project, including emissions from rail and vessel transportation of coal and the burning of exported coal.
- Changes in energy use and transportation using a coal market model.



Source: Washington State Department of Ecology 2016

The study found:

- Construction – Greenhouse gas emissions would result from construction equipment, employees commuting, and materials delivered to and from the project area. Construction emissions would be the same as adding about 5,000 cars to the road each year.
- Operations - Greenhouse gas emissions would result from rail and vessel transport of coal. In Cowlitz County, the emissions would be the same as adding about 8,100 cars to the road each year. Outside Cowlitz County, the emissions from rail and vessel transport of coal in Washington State would be the same as adding about 672,000 cars to the road each year.
- Total Emissions for the Proposed Project - Using the scenario that best represents current U.S. energy policy, the study found that over a 20 year period, the proposed project would result in about 37.6 million metric tons of greenhouse gas emissions.

What could be done to reduce impacts?

- Develop a greenhouse gas mitigation plan that would reduce or offset 50 percent of the increased greenhouse gas emissions that would result from the proposed project.
- Implement an anti-idling policy to reduce emissions from vessels and locomotives in the project area.
- Provide fuel-efficiency training for construction equipment operators.
- Evaluate the use of electric cars for company vehicles, incentivize the use of electric vehicles by providing charging stations, and develop an incentive program for carpooling.

Even with mitigation measures, the proposed project's projected contribution to greenhouse gas emissions would be a significant and adverse impact.

How to Comment

There are multiple ways for the public to provide comments. Comments will be accepted during the comment period from April 29 to June 13, 2016.

How to Submit Comments:

- **By Mail**
  Millennium Bulk Terminals—Longview SEPA EIS
  c/o ICF International
  710 Second Avenue, Suite 550
  Seattle, WA 98104
- **Online** at *www.millenniumbulkeiswa.gov*
- **At a public hearing**, orally or in writing

Comments received on the SEPA Draft EIS will be considered in the Final EIS and decision-making process. All comments are valued equally, no matter how they are submitted.

Copies of the Draft EIS document are available:

- Online at *www.millenniumbulkeiswa.gov*
- Libraries in Cowlitz County, Pasco, and Spokane, Washington.
- Co-lead agency offices – Cowlitz County Administration Building and Washington Department of Ecology

Effective comments:

- Focus directly on the topics and analysis in the Draft EIS.
- Are clear, concise, and relevant to the proposed project.
- Include supporting evidence and facts.
- Provide references and/or citations (for example, reference to the chapter or section of the Draft EIS).

Instructions for Oral Comment – Lottery Process

Speakers will be chosen by a lottery process, using ticket numbers.

- Tickets (one per person only) are available at the main entrance.
- Staff will give half of the ticket to the speaker and place the other half in the ticket box.
- Once the hearing begins, staff will draw 10 tickets at random.
- The 10 ticket numbers will be projected onto a screen in the hearing room.
- Additional tickets will be drawn as needed to replenish the speaker queue. Those ticket numbers will be projected onto the screen.
- When a speaker's number is on the screen, the speaker should take a seat in the designated speaker area near the podium and await their turn.
- Speakers must be present when the numbers are called. Missed numbers will not be called again.
- Each speaker is allowed 2 minutes to comment.
- Separate tickets are not needed for afternoon and evening sessions. All tickets remaining in the ticket box at the 4 p.m. break will remain in the lottery for the evening session.